

FRANTIC APPEALS  
OF STRICKEN SHIP  
ARE NOT ANSWERED

## Evidence Shows That Nearby Steamer Either Failed or Refused to See Signals, and Doom of More Than 1,600 People Was Sealed.

## OFFICER TELLS HOW CLOSE SEEMED RESCUE FROM DEATH

Stories of Boxhall and Admission of Vice-President P. A. S. Franklin, That Titanic Carried Insufficient Number of Lifeboats, Features of Day in Hearing Before Senate Committee Which Is Investigating Great Sea Tragedy—Emphatically Denied That News Was Held Back or Censored.

### Widener's Body Believed Recovered.

New York, April 22.—The first list of names of bodies recovered from the Titanic disaster by the cable steamer Mackay-Bennett was received here to-night through wireless messages to the White Star Line offices.

of the White Star Line, who, together with his son, Harry, was lost. The list as received at the White Star Line offices is as follows:

— Hoffman,	John H. Chapman.
Mrs. Alexander Robbins.	W. Colbine.
William H. Harbeck.	H. Greenberg.
Malcolm Johnson.	Simon Sother.
A. J. Halverson.	N. Colas Rasher.
H. W. Ashe.	Leslie Gilinski.
Leslie Williams.	— Shen.
A. H. Hayter.	George W. Widen.
Jerry Monroe.	Ramon Artagaveytia.
Frederick Sutton.	Nihil Schedig.
J. S. Gill.	Steward N. 76.
Ernest B. Tomlin.	Yoskie Dzenouni.
George Rosenshire.	R. B. Att.
N. Marrott.	

Washington April 22.—With succor only five miles away the Titanic slid into its watery grave, carrying with it more than 1,600 of its passengers and crew, while an unidentified steamer that might have saved all failed or refused to see the frantic signals flashed to it for aid.

This phase of the tragic disaster was brought out to-day before the Senate investigating committee, when J. B. Boxhall, fourth officer of the Titanic, told of his unsuccessful attempts to attract the stranger's attention. This ship, according to Boxhall, could not have been more than five miles away and was steaming toward the Titanic. So close was it that from the bridge Boxhall plainly saw its masthead lights and the red side light. Both with rockets and with the Morse electric signal did the young officer hail the

### Steamer Keeps Its Course Unchanged.

Boxhall failed to see the replies, however, and, in any case, the steamer kept on its course obliquely past the Titanic without extending aid.

This, and the declaration by P. A. S. Franklin, vice-president of the White Star Line, that there were not sufficient lifeboats aboard the Titanic to care for the ship's company at one time, were easily the features of the hearing.

The official was quizzed throughout the morning session in regard to the messages between the Carpathia and New York after the ship had started for New York with the Titanic's survivors aboard. Among the survivors was J. Bruce Ismay, managing director of the line. Among the wireless telegrams read into the record was one from Mr. Ismay urging that the steamship Cedric be held until the Carpathia arrived with its sorry burden. He declared he believed it "most desirable" that the survivors of the Titanic's crew be rushed out of the country as quickly as possible. He also, the message said, would sail on th Cedric, and asked that clothing be ready at the pier for him when the Carpathia docked. The Senate's subpoenas blocked the plan.

The committee will resume its hearing at 10 o'clock to-morrow morning. Fourth Officer Boxhall is expected to continue on the stand to tell more fully of the events immediately preceding the collision.

Boxhall said that his duties always consisted of assisting the senior officer in charge. He described the journey of the Titanic from Belfast to Southampton.

"Both," said the witness. "The men were mustered and the lifeboats lowered in the presence of the inspectors from the Board of Trade."

"How many boats were lowered?"  
 "Just two, sir."  
 "One on each side of the ship?"  
 "No, sir. They were both on the same side."  
 The witness did not know whether the lowering tackle ran

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